[redacted]

CORONA MISSION 9021

OPERATIONAL BRIEFING

1. This is the first operational CORONA briefing for mission 9021.

2. It is to be a 4 day orbit with an ETA for recovery at 2142 EDT, 7 August (next Monday night). Recovery is possible on any of the three preceeding days between the times of 2157 EDT and 2248 EDT.

a. To obtain a maximum of 3 hours of daylight in the recovery area, the 1st and 4th days will provide that margin.

b. the 2nd and 3rd days will provide 2 & 37 hours and 2 & 11 hours respectively.

c. All of the recovery passes fall within the 24 - hour surface recovery capability area and within this area the SCUBA team can be deployed to the capsule within one hours' time after the impact point has been determined.

d. A decision to recover has to be made 5 passes (or 7½ hrs.) prior to recovery time to effectively utilize the entire recovery force. To obtain maximum utilization of the force the decision must be made 8 passes (or 12 hrs.) prior to recovery time.

3. 16,087 feet of film would be needed to photograph all of the area that has been programmed to be filmed. We are film limited to 7229 feet of available film. We are over-programmed 122%.

1st day - 53%	
2nd day - 65%	118%
3rd day - 53%	171%
4th day - 51%	222%

4. A command decision is to be made at this briefing to either operate or not operate the camera on passes 3D and 5D. The two passes are controlled together so that if one pass is deemed fruitful to operate the camera over, both will have to be photographed. The two passes require 5.5% of the total film. Passes 1A, 2A and 2D have been programmed to have the camera on over these areas at launch. This is a precaution to insure that the camera will operate over areas of interest in event command control cannot be obtained at the various command tracking stations. These passes will use 11.5% of the film. A re-cap shows that if the decision is made to operate on 3D and 5D, 17% of the film will be used upon completion of the 5D pass.

Declassified and Released by the N R O

In Accordance with E. O. 12958

on NOV 26 1997

5. The decision message has to be in COMMO's hands by 2000 local time. The MENU board lists additional info that should be considered in the plans as the mission progresses.

6. WX and Intelligence will present their briefings.

~~SPECIAL HANDLING REQUIRED~~

[redacted]

6 January 1961

MEMORANDUM FOR DEPUTY DIRECTOR (PLANS), CIA

SUBJECT: Revised DISCOVERER Schedule

1. Reference memorandum, subject as above, dated 10 December 1960.

2. This memorandum confirms the revision to the DISCOVERER program resulting from referenced memorandum and further discussions on 15, 16 December 1960. The approved schedule is attached hereto.

3. Please take necessary action to implement the attached schedule and to notify the proper personnel.

JOSEPH V. CHARYK
Under Secretary of the Air Force

1 Incl
Discoverer Schedule
dtd 6 Jan 1961

Info copy to: Lt Gen B.A. Schriever
[redacted]
Col Paul Worthman
[redacted]
Maj H. Howard (SAFUS File cy)

~~SPECIAL HANDLING REQUIRED~~

Copy No. 3 of 6 cys.

~~SPECIAL HANDLING REQUIRED~~

DISCOVERER SCHEDULE

6 January 1961

Launch No.	Agena	Payload Type	Date	Pad
20	1104	A	24 Jan	4
21	1102	RM-2	2 Feb	5
22	1105	C	3 Mar	4
23	1106*	A	21 Mar	5
24	1107	C	25 Apr	4
25	1108	C	9 May	1
26	1109	C	18 May	5
27	1110	A	June	4
28	1111	C	June	1
29	1112	A	July	5
30	1113	C	July	4
31	1114	A	Aug	1
32	1115	C	Aug	5
33	1116	C	Aug	4
34	1117	A	Sept	1
35	1118	C	Sept	5
36	1119	C	Oct	4
37	1120	C	Oct	1
38	1025*	Bio	Nov	4

* Although 1106 is scheduled as shown, 1025 will be prepared for possible launch on 21 March instead of 1106. If 1104 is successful, then 1025 will replace 1106, which will then be rescheduled later as an operational launch. If 1104 is not successful, 1106 and 1025 will remain as shown. Decision will be made on 17 January or as soon as possible thereafter.

~~SPECIAL HANDLING REQUIRED~~

[redacted]

~~SPECIAL HANDLING~~

19 January 1961

MEMORANDUM FOR DEPUTY DIRECTOR (PLANS), CIA

SUBJECT: Discoverer Schedule

1. Reference my memoranda, subject as above, dated 10 December 1960, and 6 January 1961.

2. This memorandum confirms the further revision to the Discoverer program as outlined below:

a. SAMOS is now scheduled for launch 26 January 1961. Since the tracking station can work only one vehicle at a time, 1104 will be rescheduled at the earliest possible date subsequent to SAMOS launch.

b. 1102 will be rescheduled for launch subsequent to launch of 1104.

c. Continue to schedule both 1106 and 1025 for the same launch date. The criteria for decision is whether pictures were obtained from earth and stellar oriented cameras in 1104, with decision to be made within a few days subsequent to recovery, essentially right after film processing. Hold commitment to GE until decision is made and accept the resulting slippage on 1025 in schedule.

3. Please take necessary action to implement the above changes and to notify the proper personnel.

(Signed)
JOSEPH V. CHARYK
Under Secretary of the Air Force

Info cy to: L/G Schriever
[redacted]
Col Worthman
[redacted]
Maj Howard

[illegible]

[redacted]

[redacted]

OCR 1064
Copy 2 of 5 copies
25 January 1961

MEMORANDUM FOR: Mr. John Parangosky, DPD-DD/P

SUBJECT: Trip Report - [redacted]

1. Purpose: To attend a conference at Itek Corporation on the status of the C^{111} program.

2. General:

a. C^{111} Status - The April date previously established appears to still be possible. The only real cause for concern was the lack of decision on which clock to use. The decision on using the "A" clock had not been communicated to Itek in time for the meeting. The Itek group knew almost nothing about the "A" clock and were concerned with mounting problems, etc., if the "A" clock were chosen.

b. Characteristics of the "Boston" Clock

(1) Accuracy - 1/200th of a second. This is accomplished by coupling to timing "pips" (200 per second), reading clock to tenths of seconds, and interpolating by counting timing "pips".

(2) Reliability - No operational experience, but tests have shown very high reliability.

(3) Reset Capability - Can be reset in orbit if command channel can be made available.

(4) Drift - 1 x 10^{-6} (same as C^{1}).

(5) Readout - Clock or digital.

c. C^{111} Characteristics:

(1) The following camera characteristics differ from C^{1} and are of interest to TIB for computer program changes and exploitation planning.

This document contains information referring to Project CORONA

(2) There are 200 timing "pips" per second instead of 160 "pips" per second on the C^1.

(3) The lens system rotates continuously and the chimney oscillates.

(4) The sweep direction is opposite to that in the C^1. (C^{111} sweeps from left to right in the camera.)

(5) Lens #1 resolves 475 lines per millimeter on the bench and 158 lines per millimeter on S.O. 1221 film.

(6) Sweep time is approximately 14% slower.

(7) A lens - "flattener" - is located right at the image plane. It has its own cam for IMC.

d. IMC Problems - Some time was spent with Mr. Wolf of Itek discussing IMC on C^1 and C^{111}. Previously a great deal of confusion existed on whether IMC or FMC was provided. Most of the data available indicated FMC, though IMC seemed to be the most plausible. The discussion resolved the problem - IMC and not FMC is provided on C^1 and C^{111}.

e. LMSD Computer Services - Messrs. Dutton and Fortensen talked about the possibility of LMSD providing PIC computer services. This seems to be a very interesting possibility. LMSD not only has the equipment and mathematicians, astronomers, etc., but also has people already cleared operationally and familiar with photogrammetric analysis. The undersigned recommends LMSD be contacted to further this discussion.

f. Camera Relative Orientation - It is believed that the present system of camera orientation accomplished on the West Coast is useful only to determine the orientation between the vehicle and the camera system and does not determine the relative orientation between the three cameras. The orientation procedure now accomplished by LMSD should be evaluated and the requirement for the vehicle/camera orientation should be reviewed.

PIC must communicate with DPD-DD/P concerning the continued requirement for camera logs for the C^{111} program. This log must include depression angles of the horizon cameras, as the present C^1 log does.

PIC/TIED/TIB [redacted] [redacted]

Original - Addressee
2 - Major Watson
3 - Chief, TIED/PIC
4 - Chief, TIED/TIB/PIC
/5 - RI Files

DATE : 0100Z 31 JAN 61

SECRET

[redacted]

TO : DIRECTOR

FROM : [redacted]

ACTION: OPS (1,2,3,4,)

INFO : S/C (5)

JM

TOR: 0156Z 31 JAN 61

PRIORITY

PRIORITY

IN 44426

TO ADIC INFO CITE [redacted]

NO NITE ACTION

[redacted]

REF: ADIC 7279 (OUT 81858)

This document contains information referring to Project ARGON

FOR MESSRS PARANGOSKY AND KIEFER FROM COLONEL BATTLE

PLEASE PASS TO DR. CHARYK.

DURING A ROUTINE FLOW CHECK OF THE THOR A FUEL LEAK WAS FOUND WHICH MAKES IT NECESSARY TO REPLACE THE THOR FUEL DUCT. THIS REQUIRES REMOVAL OF THE THOR FROM THE LAUNCHER, REPLACEMENT OF THE FUEL DUCT, AND REPEAT OF ELECTRICAL SYSTEMS AND FLOW CHECKS ALREADY ACCOMPLISHED. SINCE LAUNCH OF 1104 WAS BEING HELD FOR SAMOS THE FLOW CHECK HAD NOT PREVIOUSLY BEEN MADE.

OUR WORK SCHEDULE CALLS FOR A MAXIMUM EFFORT (7 DAYS OF 24 HR WORK) WHICH WILL PLACE 1104 AT R-4 DAY ON 6 FEBRUARY WITH LAUNCH POSSIBLE ON 10 FEBRUARY. SINCE THIS TIME SCALE ALLOWS FOR NO DELAY OR TROUBLE A LAUNCH DAY OF 14 FEBRUARY CAN BE MORE CONSERVATIVELY EXPECTED.

SECRET

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[redacted]

OUR PRESENT INSTRUCTIONS REQUIRE US TO PROCEED WITH PREPARATIONS FOR LAUNCH OF 1104 BEFORE 1102. ON THIS SCHEDULE, 1102 WILL LAUNCH 6 DAYS AFTER 1104. HOWEVER, 1102 IS PRESENTLY AT R-9 DAY AND WITH NO MAJOR TROUBLE COULD BE LAUNCHED ON 5 FEBRUARY; PROVIDED IT WERE ACCORDED PRIORITY OVER 1104.

IF THESE CIRCUMSTANCES SHOULD ALTER THE DECISION ON ORDER OF LAUNCH, WE WOULD BE ABLE TO FOLLOW THE ALTERNATIVE IF SO DIRECTED BY NOON ON 1 FEBRUARY.

This document contains information referring to Project ARGON

END OF MESSAGE

[redacted]

OCB-1060
Copy 6 of 6
2 February 1962

MEMORANDUM FOR THE RECORD

SUBJECT: Trip Report

1. The following locations were visited by Major [redacted] during the period 11 January through 25 January 1962:

(a) [redacted] Palo Alto, California
(b) MAB and Launching Facilities, Vandenberg AFB, California
(c) STC, Sunnyvale, California
(d) Detachment 2, Edwards AFB, California

2. The following individuals were contacted during the period:

[redacted]

(e) Lt/Colonel C. [illegible], Headquarters, Palo Alto

[redacted]

3. Recommendation was made and action-taken to have fork lift facilities available to off-load Retro Rocket material from Headquarters C-54 at Vandenberg AFB. A base fork lift driver is to be made available for this purpose also.

4. The suitcase is now complete and ready for transporting the ARGON payload to Eastman via commercial airlines. It is not necessary to arrange for the fast transport of this payload as is done with CORONA package for

to the fact that the primary information obtained from the ARGON package is not intelligence data and it will also require considerable time-consuming action by Autometrics before results will be obtained.

5. The reason for trains delaying launches was explained and security does not enter into the picture as previously believed throughout Headquarters. It is primarily a range safety problem, and although the SP Railroad will not recognize such action via the written word, they offer no objection to such launchings with their equipment in the area when the countdown reaches approximately "T" minus 10-15 minutes.

6. Palo Alto was alerted to Headquarters recommendations for two CORONA missions to be launched during March due favorable weather conditions over area of primary interest. Mr. Parkerson was satisfied that this lead time would allow their efforts to be channeled so that his people could go either way, depending on outcome of future scheduling decisions from Dr. Charyk's office.

7. Scheduling procedures, as presently carried out, are cumbersome and confusing. As a schedule is published and sent to the field for implementation, such unpredictable occurrences as system and subsystem checkout failures, instrument tolerances, launching pad break down, etc., immediately induce schedule slippages. These factors, in turn, have to be relayed back to Dr. Charyk's office for schedule modification. In the meantime, field personnel continue working toward target dates that have already slipped until new launch schedule dates are again forwarded from Dr. Charyk's office. They cannot follow their own recommendations due to impossibility of assuring themselves that higher authority will approve their recommendations. Then the same events occur again. It is possible that Headquarters CORONA missions for the month of March will be in jeopardy due to this unfortunate scheduling procedure. Scheduling should be accomplished on the job by BMD. Higher authority should intercede only if clearly defined conflict of interests occur between separate government agencies or projects.

8. It was determined that a Headquarters communications man should be sent to Palo Alto for duty during the periods of multi-day CORONA operations. This will not be necessary for ARGON missions. However, for continuity the same person should be sent each time.

9. Plans were being formulated to gear the Sunnyvale facility to accomplish the HAB testing that is presently being done at Vandenberg. Reasoning is that this will eliminate certain duplicate testing. Reliability in first series has increased. First actual mating of THOR, AGENA, and payload will be accomplished on first pad systems test. Payload mating will be simulated prior to this test. Necessary security planning to effectively decoy this new activity at Sunnyvale is being accomplished by [redacted] The Vandenberg HAB facility will continue

to be manned and equipped to handle additional testing and maintenance as might be required by results of the pad system run.

10. The ARGON Section has moved into a new building. This move has eliminated congestion in the [redacted] caused by the lack of space due to both CORONA and ARGON work being done in the same room. Minor security problems were effectively handled by [redacted]

11. As of 25 January, the policy was to delay an ARGON launch if ground telemetry indicated that the clock channel was out. Further decisions were to be made as to which of the other channels could be out and the launching still stay on schedule.

12. Pictures of the Mark V capsule were taken and will be forwarded to Lt/Colonel Ahola, PMR, Hawaii, for his information and necessary action before recovery time of the ARGON package.

13. Witnessed the preparation for accomplishing the Patio Test of the ARGON camera package. This test is in addition to the HATS Test and does not have to be used with the CORONA instrument. The Patio Test determines the measured relationship between the Stellar and main cameras. It was explained why the launch limits of the ARGON shots differ from the CORONA shots. Fifty degrees of angular solar illumination into the lens of the Stellar camera is the limit that has been established whereby Stellar photography can be successfully obtained. This angular illumination is not the solar altitude above the horizon, as it is when solar angle is computed for the CORONA and IDEALIST missions. The limits imposed by the Sun Position Indicator, as determined by ESD, remain the same as the limits in the CORONA program.

14. Attended the discussion that determined the cover story that will be used in the STC and tracking station when uncleared personnel question the difference in telemetry between ARGON and CORONA. For the present they are to be told that it is due to malfunctioning in the payload components and further investigation is warranted.

15. Was escorted into the clean room and witnessed the ARGON instrument being tested during a system run. The test was being conducted under accelerated conditions so as to preserve the cycle life of the instrument.

16. Toured the STC. The vital control center with its multiple huge television screens, upholstered chairs, wall-to-wall carpeting, sound-proofing, and vast communications console was in vivid contrast to the Headquarters control center where operational command decisions are made during a mission. Was shown the room where the quality readout of SAMOS data will be accomplished. Further readout will be done at Westover AFB.

17. There has been no complication in passing the Bio-Medical packages from the recovered capsules to interested parties to date. The only question raised so far has been an inquiry as to what material was packed around the Bio packages that might neutralize the Bio package data. [redacted] Bio Expert, has easily skirted the security implications of these questions. Preliminary reports indicate that the recipients of Bio packages are well satisfied with findings. University of Chicago, Randolph Aviation School of Medicine, and Cambridge Research Laboratories have all benefited from these missions.

18. The re-entry of Discoverer V "Lonesome George" is scheduled for 20 February as determined by Space Track Agency (keeps tab on all satellites). A probability factor of .0039 has been determined by Lockheed studies for the vehicle to fall into competitive territory in a recognizable condition.

19. [redacted] Black Flag Expert, presented a study that determined that normally "F" minus 13 days should be the latest date to change the life of the Black Flag. Only a very strong recommendation should be presented before changing the life as late as "F" minus 3 days. To lessen the limits would seriously hamper completion of countdown procedures due to the fact that his changing necessitates going into the inner workings of the capsule, not merely drilling into the capsule from the outside.

20. Assisted Lt/Colonel Murphy in the preparation of the initial planning data for the next CORONA mission. The very important V/H computations were fully and carefully explained and it was brought out that the actual film consumption computed in flight is accurate within five percent. This will have a bearing on future Headquarters Command decisions.

21. During the tour at Vandenberg, was escorted through the MAB and "I" building, shown the 1085 engine that is presently being rebuilt to meet specifications of the new THOR booster. The payload of this vehicle was to be the well publicized "monkey shot" if it had been launched last December. Was also shown 1102, the engine for the next MIDAS shot, and the follow-on SAMOS AGENA. Later in the day we visited the launch pad of the SAMOS II, which was successfully launched 31 January. The security precautions and the action taken to complete the actual mating of the CORONA instrument with the AGENA was illustrated and explained by [redacted] as we toured the pad from which the first ARGON launch will be made.

22. During the discussion with Lt/Colonel Murphy, the ESP capability of the launching of THOR boost vehicles was explained. It is a completely automatic, internal countdown that can actually extend the upper-launch limits of CORONA missions 9 to 13 minutes, the length of time required for the automatic countdown. This capability will be used whenever necessary.

21. Headquarters is setting up a channel to obtain certain solar flare information that will be used in arriving at a determination as to when solar flare activity will negate mission results.

24. During my visit to Edwards AFB, was amazed at the outstanding improvement in the condition and utilization of the facilities. Major [redacted] new operations officer, and Major [redacted] new flight planner, were very effective considering the fact that it was their first participation in an actual launching of a company MISSION. Two things that they both learned was that the flight planning room should never be a gathering place for personnel immediately prior to launching a mission, and that there is always the possibility of receiving an approval for a flight as late as one to five minutes before scheduled take-off. I am certain that their activity will be directed towards such a possibility in the future.

25. A firm policy and procedure for obtaining SAR coverage should be established at Headquarters and USAF level. The unnecessary communications, resulting from establishing such coverage 24 hours in advance, could easily have resulted in a serious compromise had the flight been other than an unclassified operation.

26. Due the mutual benefit derived by Headquarters and field, it is recommended that such a field trip, although of shorter duration, be made at least four to six times a year.

[redacted]
Major USAF
[illegible] Officer

Distribution:
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4 - CH/DS/DPD [redacted]
5 - DPD/[illegible]
6 - DPD/RI

[redacted] CLASSIFIED MESSAGE

~~SECRET~~

ROUTING
1 4
2 [redacted]
3 5

DATE : 1600Z 15 FEB 61

TO : DIRECTOR
FROM : [redacted]
ACTION: OPS (1,2,3,4)
INFO : S/C (5)
VP
TOR: 1858Z 15 FEB 61

OPERATIONAL IMMEDIATE

OPS IMMEDIATE

IN 46244

TO [redacted] INFO PRITY [redacted] CITE [redacted]

[redacted]

REF: [redacted]

FOR MESSRS PARANGOSKY, [redacted]

THE FOLLOWING NORTH STAR PRESTO REPORT TO CHIEF OF STAFF, HQ USAF AND COMMANDER, HQ ARDC IS QUOTED FOR YOUR INFORMATION.

QUOTE:

WDZYD 14-2-312; SUBJECT: NORTH STAR PRESTO REPORT, LAUNCH OF DISCOVERER XX AND XXI. THIS MESSAGE IN THREE PARTS. PART I. DISC XX, AGENA 1104 IS RESCHEDULED FOR 2000Z 17 FEB. ALL PARAMETERS AND RECOVERY INFORMATION REMAIN THE SAME AS GIVEN IN OUR NORTH STAR REPORT WDZYD 30-1-285 OF 30 JAN. PART II. 1. DISC XXI, AGENA 1102, RM 2 IS SCHEDULED FOR LAUNCH AT 1930Z 18 FEB FROM PAD 75-3-5, VANDENBERG AFB. 2. ORBITAL PARAMETERS ARE:

	1ST BURN	AFTER SECOND BURN
A.	PERIOD - 92.0 MIN	94.76 MIN
B.	APOGEE - 334 SM	492 SM
C.	PERIGEE - 130 SM	141 SM

~~SECRET~~

This document contains information referring to Project [illegible]

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D. ECCENTRICITY - .024 .042

E. INCLINATION - 81.8 DEG 81.8 DEG

3. A RESEARCH AND DEVELOPMENT MIDAS RADIOMETER PAYLOAD WILL BE USED TO OBTAIN BACKGROUND DATA IN THE CARBON DIOXIDE AND WATER ADSORBTION BANDS OF THE INFRARED SPECTRUM. RESTART EXPERIMENT WILL BE PERFORMED OVER ALASKA ON FIRST ORBIT. APL DOPPLER AND TRACKING LIGHTS WILL NOT BE CARRIED. 4. NO RE-ENTRY IS PLANNED. ACTIVE WORKING LIFE OF PAYLOAD IS TWO DAYS. 5. RECOVERY FORCES WILL NOT BE UTILIZED. TRACKING STATIONS WILL BE USUAL DISCOVERER STATIONS, PLUS AMR TRACKING STATIONS ONE AND TWELVE, SPACETRACK,

[redacted]

6. DISCOVERER XXI WILL UTILIZE MB-3, BLOCK I (150,000 LBS THRUST) BOOSTER ENGINE, AND AGENA B SECOND STAGE. PART III. THE ABILITY TO LAUNCH DISC XX AND XXI ON CONSECUTIVE DAYS IS POSSIBLE DUE TO THE FOLLOWING CONDITIONS: (1) THE DELAYS IN THE LAUNCH OF DISC XX DUE TO SAMOS INTERFERENCE AND TECHNICAL PROBLEMS ENCOUNTERED HAVE PERMITTED THE PREPARATION OF DISC XXI TO CATCH UP TO DISC XX. (2) THE TEST OBJECTIVES OF THE TWO VEHICLES ARE DIFFERENT. DISC XX IS A STANDARD RECOVERABLE MISSION WHILE DISC XXI HAS A NON-RECOVERABLE MIDAS SUPPORT RADIOMETRIC PAYLOAD. (3) THE T/M READOUT REQUIREMENTS OVER THE TRACKING STATIONS ARE DIFFERENT AND BY PROPER LAUNCH TIMING OF DISC XXI, THE PROBABILITY OF BOTH VEHICLES BEING OVER A TRACKING STATION AT THE SAME TIME IS VERY SMALL. (4) THE 6594TH TEST WG IS NOW OPERATING FROM THEIR NEW CONTROL CENTER WHICH IS ~~ADQUATELY EQUIPPED TO HANDLE MULTIPLE~~ SATELLITE OPERATIONS.

END OF QUOTE.

------ END OF MESSAGE.

[redacted]

[illegible]
Copy 5 of 5

14 MAR 1961

MEMORANDUM FOR THE RECORD

SUBJECT: Trip Report

1. Following persons were contacted by Major [redacted] during field trip to Palo Alto, Hiller Facility during period 28 February through 6 March 1961:

a. Lt Colonel Murphy, Headquarters, Palo Alto

[redacted]

2. Purpose of the trip was to further familiarization with [redacted] Sunnyvale, Lockheed, and Headquarters operations, attend post-mortem meeting for AGENA mission [illegible] (Discoverer XX), and to be introduced to certain cleared personnel at [illegible], Los Angeles. Because [illegible] people attended AGENA meeting at Palo Alto, it was not necessary to proceed to Los Angeles.

3. Read the systems manual that Lockheed has written explaining "Project MURAL", the follow-on program scheduled to become operational during the spring season of 1962. Basically the system will employ the Thor-Agena vehicle, recoverable capsule, and carry a heavier payload. This increased weight is due to the fact that stereoscopic photography will be obtained utilizing two, instead of one, ITEK-designed and manufactured cameras and improved design film. Two problem areas noted were that the 85 pound G. E. ballast compensator will still have to be installed in the capsule and a method will have to be developed to either accurately predict a revised recovery area or compensate the "lop-sided" recoverable capsule condition that will exist if either camera malfunctions. This would allow transport of payload to only one side of the capsule, which would introduce the "lop-sided" effect.

4. The post mortem meeting was attended by representatives of Headquarters, Lockheed, Ballistic Missile Division, General Electric, Autonetics, Wright Air Development Division, Army Mapping Service, Special Project, Pentagon; Missiles and Space Office, USAF, Pentagon; and Dr. Charyk's office.

[redacted]

6. While no positive malfunction cause was determined, several recommendations to pin-point the trouble were presented and approved. The two significant recommendations were the addition of pertinent telemetry monitoring points within the Instrument System and the expansion of additional qualification testing to be done before the next Agena mission.

7. The problem of the [illegible] [illegible] [illegible] was not discussed during this meeting. To date no reports of the investigation of this problem have been released.

[redacted] program [illegible] the present [illegible] [illegible] system that is now here. It is feasible from an engineering standpoint. This will increase the operational reliability capability thus making necessary command decisions during a CORONA mission.

9. Coordinated with Lt Colonel Murphy in adjusting the Part X, [illegible] report. Purpose of this report is to advise Headquarters and Weather Central of the actual flight times and flight path of the vehicle. The adjustment will allow Weather Central additional time in making forecasts that will be transmitted to Headquarters.

10. Noted that new communications equipment was installed at the [redacted] Facility during my visit. This gear was brought in to increase the reliability of communication between Headquarters, Palo Alto, and Lockheed Missile Division.

11. Discussed airlift and packing and storage problems with Mr. Joe Mahoney, new Lockheed material representative [redacted]. He is aware of the [illegible] scheduling problems and the airplane packing [illegible] have been recently noted. He stated that it is of vital concern to him, which is a positive step in the right direction.

12. Discussed security problem area existing in Hawaii with Mr. [illegible] Coughlan. Suggested that he contact Headquarters Security and request permission to visit Lt Colonel [illegible], Hawaii, along with [redacted] [illegible] involved [illegible].

to be taken to fully orient the Agency representative who is on duty during [illegible] and Agena missions, with his responsibilities and actions while in Hawaii.

12. Coordination with [illegible] and presented their office with specific solar flare data that they were not aware existed. This will aid their technicians in reporting solar flare indications that could affect launching of Discoverer missions.

/s/
[redacted]
Major [illegible]
Special Project Branch, [illegible]

Distribution:
Copy 1 - [illegible]
2 - [illegible]
3 - [illegible] Attn: [redacted]
4 - [illegible]
5 - [illegible]